



FUNDING AND TOLLING FREQUENTLY ASKED QUESTIONS

1. Why is a toll road being considered for the Mountain View Corridor?

No funding currently exists to pay for the Mountain View Corridor, as the demand for transportation infrastructure is increasing while the resources available to pay cannot keep up. Facing a \$16.5 billion roadway-funding shortfall through the year 2030, the Legislature studied statewide transportation needs and identified possible funding sources. In 2005, the Legislature passed a resolution recognizing the concept of “Managed Lanes” as an effective way to maximize roadway capacity and provide new revenue sources, and urged UDOT to study and make recommendations on managed lanes use and implementation. Tolling—a relatively new financing concept in Utah—is a managed lanes concept. Various corridors statewide have been identified with managed lanes potential, including the Mountain View Corridor.

2. What roadways are impacted by the \$16.5 billion funding shortfall?

Potential major capacity road projects statewide may remain unfunded if the shortfall isn’t reduced, including I-15 in Utah County, US-6, I-80, the Southern Corridor in Washington County, SR-201, I-15 in Davis County and the Mountain View Corridor. Numerous other projects may remain unfunded as well without a funding solution.

3. Why not increase the gas tax or vehicle registration fees?

Choosing a single method to pay for Utah’s transportation needs would require significant increases in taxes or fees. For example, to fund the Mountain View Corridor and other unfunded projects by the gas tax alone, the Legislature could increase the statewide gas tax by \$0.50 per gallon, from \$0.24 per gallon currently to \$0.75 through the year 2030. To be funded by vehicle registration fees alone, the fees would have to increase by \$305 per vehicle through 2030. It is unlikely that one funding tool on its own will solve the problem. The ultimate solution will more likely be a combination of many funding methods.

4. Why should I pay a toll when I already pay gas taxes?

The reality is that the funding sources available to pay for statewide transportation maintenance and improvements cannot keep up. The gas tax simply does not provide enough revenue to make the investments needed as it barely covers funding for yearly transportation operations and maintenance on existing Utah roads.

5. Is tolling double taxation?

Some may consider a toll road or toll lane a form of taxation, however they are often referred to as a user fee. Similar to mass transit riders who pay a fare in addition to the taxes that they pay to fund the transit system, toll road users can choose to pay to use a road that saves time and is more convenient than other alternatives. Taxes are not optional and are paid by everyone.

6. Has a decision been made that Mountain View Corridor will be a toll road?

No decision has been made. The Mountain View Corridor team is analyzing both tolled and non-tolled alternatives to fully understand the impacts of both. The EIS will disclose the impacts of all alternatives to allow for a fair comparison.

7. What is the process of analyzing tolling for the Mountain View Corridor?

Six basic steps make up the process of a tolling analysis to determine the level of tolling feasibility. These include determining technologies such as Electronic Toll Collection, identifying toll rates, conducting traffic analysis, determining costs and

EIS PARTNERS ▼▼

udot.utah.gov/mountainview
1.800.596.2556

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
UTAH DEPARTMENT OF TRANSPORTATION
UTAH TRANSIT AUTHORITY
WASATCH FRONT REGIONAL COUNCIL
MOUNTAINLAND ASSOCIATION OF GOVERNMENTS



FUNDING AND TOLLING FREQUENTLY ASKED QUESTIONS

construction phasing, performing financial analysis and determining finance and operation structure, such as public or private financing.

8. How do I learn more about the tolling in relation to the Mountain View Corridor?

Local town hall meetings will be held May through July. Those interested in learning more about the project and upcoming meetings should check regularly on the project website at udot.utah.gov/mountainview.

9. Do any toll roads currently exist in Utah?

The Adams Avenue Parkway in Weber County is a current privately owned and operated toll road. In addition, recreational routes such as Antelope Island Causeway, Alpine Loop, Mirror Lake Highway, and Millcreek Canyon charge a user fee.

10. Are other states considering tolling? Thirty states in the U.S. currently have toll roads, including Texas, Colorado, Washington, California, Louisiana, Maryland, North Carolina, Florida and Alaska.

11. Why are we considering tolling on the west side when drivers can travel on the east side for free?

New roads, regardless of location, need innovative financing strategies to address the funding shortfall of \$16.5 billion. Federal aid is shrinking and current state and local funding sources aren't keeping up with the cost of statewide transportation maintenance and improvements. This is a statewide issue, as potential major capacity road projects that may remain unfunded if the shortfall isn't reduced include I-15 in Utah County, US-6, I-80, the Southern Corridor in Washington County, SR-201, I-15 in Davis County and the Mountain View Corridor. Tolling is one funding option that could help finance the Mountain View Corridor.

12. Are other roads being considered for tolling in addition to Mountain View?

A "High Occupancy or Toll" (HOT) lane is being implemented on I-15 in September, which will allow single occupancy vehicles to use the carpool lane for a \$50.00 per month user fee. In addition, the "Managed Lane Study," commissioned by the Legislature, identified various corridors statewide with managed lane potential. Managed lanes include toll roads, high-occupancy vehicle (HOV) lanes, "High Occupancy or Toll" (HOT) lanes, and reversible lanes. Further evaluation and study are required for all corridors that were identified with managed lane potential.

13. Why isn't the Legacy Parkway going to be a toll road?

The Legacy Parkway was funded as part of a bonding package put in place in the mid-1990s when financing details for numerous projects were solidified. The statewide issue we currently face is that many projects, including the Mountain View Corridor, remain unfunded due to the projected funding shortfall.

14. Can existing interstates be tolled?

Current federal law does not allow the conversion of existing interstates to toll roads, with the exception of three states as part of a pilot program designated by Congress. The construction of entirely new tolled roadways, the construction of new tolled lanes on existing roadways, or the conversion of existing "High Occupancy Vehicle" (HOV) lanes to "High Occupancy or Toll" (HOT) lanes is allowed. HOT lanes allow single-occupant vehicles to use HOV lanes by paying a toll.

EIS PARTNERS ▼▼

udot.utah.gov/mountainview
1.800.596.2556

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
UTAH DEPARTMENT OF TRANSPORTATION
UTAH TRANSIT AUTHORITY
WASATCH FRONT REGIONAL COUNCIL
MOUNTAINLAND ASSOCIATION OF GOVERNMENTS



FUNDING AND TOLLING FREQUENTLY ASKED QUESTIONS

15. Will trucks be allowed on Mountain View Corridor if it's a toll road?

The Mountain View Corridor is being designed to facilitate a full range of vehicles, from passenger cars to tractor-trailers.

16. Will Mountain View Corridor be built sooner if it's a toll road?

Depending on the results of the tolling analysis, tolling MVC could help deliver the project sooner, with construction potentially starting in 2009, by providing a method for funding its construction. Although other methods of funding have been suggested, no other funding has been authorized by the Legislature.

17. Why not just build transit?

Utah's transportation funding shortfall applies to transit as well, as the state faces a \$4.6 billion funding deficit for transit through 2030. Not only is funding a challenge for all types of transportation systems, but transit, including buses, light rail, and commuter rail, cannot meet Utah's transportation needs alone. The most effective transportation systems include coordinated roadways and transit.

18. How much would the toll cost if Mountain View Corridor were a toll road?

The average cost across the nation to use a toll road is between 10¢ and 20¢ per mile. Using this scenario with Mountain View Corridor would mean it could cost between \$1.00 - \$2.00 to go from West Jordan at 9000 South to downtown Salt Lake City.

19. How would the toll be collected if Mountain View Corridor were a toll road?

Electronic toll collection is being considered as part of the MVC tolling analysis. Advancing technology allows toll collection to be done at highway speeds and uses an overhead sensor that reads a small transponder or phone card-like device placed within the vehicle. With electronic toll collection, an established account is debited electronically and cars do not stop at a tollbooth or collection basket.

20. Is UDOT considering private investment to build the Mountain View Corridor?

Innovative financing options, including public-private partnerships, are being explored as methods of funding construction. Privately financed models allow a private entity to finance, build, operate and maintain a road while collecting the tolls and taking the financial risk. The state still owns the road and has full oversight. Public-private partnerships are being considered or used to fund projects in other states such as Texas, California, Indiana, Minnesota and Illinois.

21. Who decides whether the Mountain View Corridor becomes a toll road?

The Transportation Commission will review the tolling analysis and evaluate the public discussion later this year before deciding whether tolling is appropriate for this corridor.

22. If Mountain View Corridor is a toll road instead of a freeway, won't that increase congestion on other roadways?

A certain number of travelers may not use the Mountain View Corridor if it is a toll road, causing increased usage of adjacent roadways. The tolling analysis will help determine these traffic impacts.

(end)

EIS PARTNERS ▼▼

udot.utah.gov/mountainview
1.800.596.2556

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
UTAH DEPARTMENT OF TRANSPORTATION
UTAH TRANSIT AUTHORITY
WASATCH FRONT REGIONAL COUNCIL
MOUNTAINLAND ASSOCIATION OF GOVERNMENTS